

FOURTH YEAR.

SPRING CIRCULATION
LARGEST IN THE CITY.
Purely Business!



Charles Hason, a superior barber, has taken the shop in White's Building, Second street, and will be glad to have his friends call on him.

Miss Delinda Carmen, Ironton, Tenn., Long Brown, Fire, Stopped. Whew! All burned off.

The columns of a newspaper represent a cash value. No publisher can afford to give advertising notices for more than a merchant can take over his counter from the sale of goods or services. A newspaper is a legitimate business concern. Its columns are its stock in trade, and advertisements should be paid for, no matter in what part of the paper they appear.

A "Yoke" dropped into the depot this morning—the thermometer registered zero. With hay in his whiskers and hair on his chin, "I wonder what time the train'll be in!" so he walked the "Yoke," the "Yoke," The slot-machine that stood in the lobby; "Great Jehoshaphat, as sure as I'm alive, This clock says it's half-past five."

The Portsmouth Water works broke down the other day, shutting off the city's entire supply of water. A number of the factories were compelled to stop, the electric cars could not run and the electric lights could not turn.

The late Asa Gatwood, well known here, left an estate of nearly \$10,000, and his widow has brought suit against the Administrator at Covington to compel him to pay over a balance of about \$7,500.

The Continued Calls
UPON THE LEDGER for free notices have become so burdensome that we are forced to publish the following terms:

What We May Expect For The Next Twenty-four Hours.

There is a movement on foot at Harrodsburg and Danville to run an electric railroad from Harrodsburg to Junction City or some point on the C. & H. Railroad.

The Lexington Grand Jury has indicted ex-Mayor J. Hull Davidson for carrying a concealed weapon, as a result of the fight Davidson had with C. C. Moore, in which the ex-Mayor drew a pistol.

For Notices of Suppers.
Invitations, for either public or private suppers, where a fee is charged, and for all other notices, read of receipt, etc., The Ledger will charge FIVE CENTS A LINE, and hereafter this will be the invariable rule. This, however, does not include:

THE LEDGER'S WEATHER SIGNALS.
Blue—RAIN or snow; With black above—TWO WINDS; If black's beneath—COLDEN—will be; Unless black's shown—no change in the weather.

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Does Not Include
Notices of Lodge meetings or Church services, which must not exceed ten lines.

Average of Disputes.
Misunderstandings are unpleasant. The rate for Business Letters in THE LEDGER is 5 cents a line for the first insertion and 3 cents a line for subsequent insertions. A customer orders a Business Letter inserted in THE LEDGER. "I'll tell you when to take it out," he says to the bookkeeper. "The notice runs for two months—50 times—the bill is \$10.00. When he finds it out there is a "kick" and a controversy, full well probably by an old feeling. Now, to obviate this trouble, our "full feature" notices will be accepted hereafter. Let's have a definite agreement at the outset and the termination will be pleasant all around.

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MAKE TRAVEL FREE!
LET ALL THE PEOPLE HAVE EQUAL BENEFITS!

In THE LEDGER's first article on electric railways, Br'er Davis placed the cost at \$25,000 a mile. Saturday he gave some figures placing the cost at \$12,000 a mile. If that isn't a fall, what do you call it, Br'er Davis?—Bulletin.
Br'er Marsh, why can't you tell fair! If you honestly overlooked the fact, we will state, once more, that the \$12,000 a mile estimate,—made by a practical electrician and contractor for building electric railways,—did not include grading, right of way or bridging. Or do you think, if an electric road had to cross North Fork, and it required a \$10,000 bridge, that that ought not enter into the cost of the road?

The figures that THE LEDGER gave were made by men whose names were signed to the statement. The figures that THE LEDGER gave were not a better authority than a newspaper clipping.

This is the way they see things in Ohio, where they have good turnpikes and no artificial highways. The Portsmouth Tribune:
"A large number of newspapers in Kentucky are agitating the free turnpike question and are making a strenuous effort to rid the state of the tollage curse. THE MAYSVILLE PUBLIC LEDGER is taking a lead in this enterprise and reform, and Editor Tom Davis swears he will not stop until he has driven from Paducah clear through to Louisville without being held up every mile by a legalized highwayman and compelled to pay tollage fees. Keep 'er up, Tom."

The "In and About Kentucky" man of The Courier-Journal has this to say on all the absorbing theme:
"There is an air of business about the agitation now going on in Kentucky on the subject of free turnpikes. The macadamized roads of Kentucky have been famous for their excellence. They are splendid highways, and in the older part of the state they wind about among the Bluegrass farms like driveways in a park. Some of them are very old, some have been allowed to grow up, many have been recently constructed."

"Some of them pay handsome dividends to their stockholders and a few gentlemen in Central Kentucky, who were far-sighted enough to gather up all the bargains they could find in turnpike stock, have become quite important as turnpike magnates. Other roads have been less profitable and in general the expense of properly maintaining a turnpike is no small matter. The state of Kentucky is a pretty large owner of turnpike stock, and it is not a particularly profitable investment. The stock owned by the state has been chiefly valuable to the individual stockholders who managed to secure the privilege of voting the state's stock at the regular meetings, a privilege that has its value. There is also a great deal of county money invested in the turnpikes, several counties having invested heavily in this way in the past few years."

"But toll roads, however excellent and valuable, are not cheap. The tolls are regulated by law, but at the low rate they constitute a heavy tax on the community and the prejudice against the tollgate has been increased for years. It has for some years past, taken the form of an active agitation for making old turnpikes, and gravel roads free. Many schemes have been proposed, nearly all of them depending on the purchase of the roads by the counties, and varying only in proposed methods of payment and of maintaining the road after purchase. Some counties have made a start, Fayette having bought 200 miles of turnpike and made it free. There is no doubt that this example will be generally followed. The feeling has grown so strong as to discourage the building of roads by private capital, while at the same time the demand for good roads was never stronger."

THE LEDGER wants every neighborhood to have good roads, and it wants to make the burden equal on all the people.
One way to accomplish this is to acquire the roads by purchase, place them in charge of a non-partisan commission, and levy a small per cent on the county assessment to maintain them.

But the most logical and the most equitable and as we believe the most economical way to accomplish the purpose is to ascertain from the owners the value yearly receipts of the gates within this county on all roads and to pay an equivalent to the tolls now received from a fund to be provided by equal taxation for that purpose.

This would leave the roads in the hands of present owners.

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Public Meeting!
All who are interested in having Free Turnpikes in Mason county are cordially invited to meet at the Courthouse in Maysville
Monday, February 11th, 1:30 p. m.

for the purpose of preparing a plan for submission to the Fiscal Court.

It is desired that every Precinct be represented.

Regular meeting of DeKalb Lodge 1. O. U. F. this evening.

The Mason County Teachers' Association and Reading Circle will be held at the School Superintendent's office, February 9th, commencing at 9:30 a. m. The lesson in White's School Management has been extended to page 154, and Skinner's Folk Lore, pages 39-101. All teachers will be welcome.

G. W. BATHAM, Supl.
One of the most elaborate portraits ever shown in Maysville is the life-size crayon, full length, of the wife of Captain J. H. Myers, seen in the show-window at Nelson's. The family is greatly pleased. The picture is the work of the Walters Party of Crayon Artists at the St. Charles Hotel.

GOOD OLD AGE.
DEATH AT STEWARTSVILLE, MD., OF A WELL KNOWN EX-MAYSVILLE MAN.

Mr. Milton C. Smith, born and reared in this city, died January 15th at his home at Stewartsville, Md., in the 82d year of his age.

His wife was Miss Mary E. Kilgour, who survives him.

Deceased was the oldest brother of Mr. H. C. Smith, the city and father of Hon. R. K. Smith of Brookville, and leaves many relatives in this county.

He went West in 1861, and had resided in the faith of the Christian religion, which had so long been his consolation. He was never known to have used a word of profanity. A higher compliment could not be conferred on him of his age.

Mr. James Cheesman, formerly Ticket Clerk at the L. and N. Depot here, has accepted a similar position with the C. and O. at South Portsmouth, and will take charge of his office the 1st of March.

It will be remembered that a difference arose between Mr. Cheesman and his employer while stationed here, which resulted in the dismissal of the disputants. Mr. Cheesman's wide circle of friends will be glad to learn that he came out of the difficulty so happily, as his appointment convinces them that he was in the right. Jim Cheesman is the price of good fellows. Affable and courteous as well, he will be sure to make friends as readily in Portsmouth as he did here.

The late Harris Fuel Gas Plant was sold at the Courthouse door yesterday afternoon by Master Commissioner Kehoe. The sale was under a judgment for \$16,000 in favor of the Union Trust Company. The entire plant was knocked down to the Trust Company for the bondholders, the price being \$2,000. The plant cost \$37,500 in hard cash. What will be done with it the bondholders themselves don't know, but it is believed that if they will make a gas that will give some heat, they might secure patrons enough to make the enterprise pay.

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SEE MONDAY'S LEDGER!
Attention, Sir Knights!
Regular meeting Maysville Division No. 6, U. R. K. of P. this evening at 7:30. Initiation. Full dress. By order of Captain GEORGE H. MARTIN, R.

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Dissolution.
The firm known as Ryder & Rudy in this city dissolved by mutual agreement. Mr. Rudy received the assets of the firm and is responsible for all its debts. Mr. Ryder is responsible for all its debts. The firm was organized in 1880 and has since that time been engaged in the manufacture of machinery. The firm was organized in 1880 and has since that time been engaged in the manufacture of machinery.

Notice.
All persons having claims against the late Colonel Perry & Sons are requested to present them, properly proven, in the Frank Perry & Sons' office, in this city, on or before the 15th inst. to meet the estate of the late Colonel Perry & Sons. The firm was organized in 1880 and has since that time been engaged in the manufacture of machinery.

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WOOL BOOTS AT 60c. PER PAIR, USUAL PRICE \$1. AT BARKLEY'S

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Paul Baker's Baking Powder

ABSOLUTELY PURE

BUSINESS BOOMING!

SOME SEQUELS TO THE LATE POLITICAL REACTION.



OUR DAILY MAIL.

OUR ADVERTISERS.

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Just received, a large of the celebrated Raymond Coal, of which we have the exclusive sale.

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